TELEGRAPHIC NEWS

FROM ALL PARTS OF THE WORLD

Parliamentary Liberalism and Cabinet

Prospects in France.

Pope Pius the Ninth and London Times Correspondents.

Suez Canal Marine Casualties Re-orted in England.

The Red River Insurrection Reported Dying Out.

Progress of the War Against Salnave in Hayti.

FRANCE.

Fartiamentary Parties—Opposition Electoral Triumph. PARIS, Dec. 6, 1869.

The political programme of Emil Ollivier and his partisans has been adopted, with some reservations, by thirty-seven liberal Deputies, who are forming into a separate party. On the basts of this new party the formation of a parliamentary Ministry

under Ollivier will be possible.

M. Glats Bizoto, the opposition candidate, has been elected to the Corps Lègislatif from the Fourth district of Paris, receiving 17,000 votes.

Prim's Political Amliations. Paris, Dec. 6, 1869. Letters from Madrid assert that General Prim

shows a decided leaning in the direction of the republican party. ROME.

London Times Correspondents Excluded. A correspondent of the London Times has been prohibited from entering the Papai States.

> ITALY. The Cabinet Crisis.

FLORENCE, Dec. 6, 1869.
The ministerial crisis is still pending. General Ctaldini has been asked by the King to form a new

GERMANY.

Prussian Neutrality in Dalmatia.

BERLIN, Dec. 6, 1869. It is reported that the Prussian Foreign Office has sent out a circular denying that there is any foundation whatever for the charge originating in Austria that Prussia encouraged the insurrection in Dal-

ENGLAND.

Mr. Gladstone in Town-Arming. LONDON, Dec. 6, 1869.

Mr. Gladstone has arrived in town. The volunteers are to be entirely rearmed with

AFRICA.

The Sucz Canal as Reported from England LONDON, Dec. 6, 1869. Despatches from Port Said report that the Royal Sable and several other vessels got aground in the canal, but all were towed off.

Several vessels engaged in blockade running during the late American war have been chartered for the Suez Canal traffic.

THE RED RIVER WAR.

Confederation Reports-The Insurrection Dying Out—The Forces of the Insurgents Disbanding—Governor McDaugall to be Invited to Assume His Functions-Lieutenan Governor McTavish III Beyond Recovery.

A special despatch from St. Paul, Minn., to the Globe says:-The latest intelligence from Fort Garry indicates that the insurrection is dying out. Only about fifty insurgents are under arms. The re-mainder have disbanded, and a portion of them had left for the Plains on a winter puffalo hunt. The in-surgent council met on the 10th uit. and adjourned on surgent council met on the 10th uit. and adjourned on the 22a. The result of its deliberations is unknown, but it is thought the insurgents will invite Governor McDongail to come in and assume the reins of government. The Indian tribes, the "Brees" and the Hungos," are both favorable to McDongail. The Hudian tribes are disgusted with the course pursued by the French half-breeds. Had McDongail come duly commissioned as Governor they would have risen in arms and conducted him to Fort Garry, but until the 1st of December Governor McDongail would have no authority there. It was expected that Governor McDongail would at that date issue his proclamation, and that he would then find little or no opposition to his entry. There was no hope of Governor McTavish's recovery. His authority has been respected in civil matters since his proclamation. The mails have not been tampered with nor have travellers been molested.

THE PACIFIC COAST.

Departure of the Japanese Commissioners-State and Municipal Affairs in San Fran-

SAN FRANCISCO, Dec. 5, 1869. The special Commissioners from Japan to the Sandwich Islands sailed for Honoiniu to-day, to inplantations in the Islands, and possibly to draft a treaty with the Hawauan kingdom, to be submit-ted to the government of Japan on their return. The new city and county officers assume their

duies to morrow.

The State Legislature will assemble to-morrow.
Sacramento city is crowded with members, office-seekers and lobbyists.

TENNESSEE.

Proposed Adjournment of the Tegislature-The Funding of the State Debt.
NASHVILLE, Nov. c, 1869.

The House adopted to-day a resolution to adjourn on the 22d inst. to the 1st of January next, and passed on a first reading the bill providing for the funding of the State debt, due and accruing, be-tween this and 1875, together with the notes of the Bank of Tennessee.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, Dec. 6—4:20 P. M.—Consols closed at \$2\frac{1}{2}\$ for money and \$2\frac{1}{2}\$ at 22\frac{1}{2}\$ for the account. American securities firm; five-twenties, 15\frac{2}{2}\$, \$5\frac{1}{2}\$; \$5\frac{1}{2}\$; \$5\frac{1}{2}\$; \$10.40^2\$, \$1\frac{1}{2}\$; \$1\frac{1}

BRAZIL.

Reported Suicide of an American Merchant London, Dec. 6, 1869. Letters from Rio Janeiro report that David H. Sampson, an American merchant of that city and formerly a resident of Pennsylvania, had com

VENEZUELA.

General Pulgar to be Tried by Congress—A Era of Peace Expected. HAVANA, Dec. 6, 1809.

Advices from Caracas have been received. General Pulgar, the chief of the revolution of Maracaibo, will be tried by Congress.

It is expected that an era of peace will be inau-

Arrival of Volunteers from Spain.
HAYANA, Dec. 6, 1860.
The steamship Florida, from St. Nazaire, arrived

o-day.

One thousand Cavadonga volunteers arrived to day by the Spanish mail steamer from Spain. The troops paraded through the city and created much

Vil Lubin at Port an Prince—Sainave's Ulti-matum—A Rebel Steamer Sunk—Another Attack on Jacmel—Domingues in Full Power.

Advices from Hayti up to the 25th ult. have been

eccived here,
General Vil Lubin, who only a short time since was declared Provisional President by the insur-gents, and who subsequently joined Salnave, is now at Port au Prince with 2,000 men.

Salnave has declared himself President for life He is making vigorous preparations to stand against the combined forces of the revolutionary leaders.

Laroche for the Haytien government engaged and sunk the steamer Artibonet, belonging to the revo-lutionists, off St. Marc. The insurgents suil are in possession of Cape Hay-tien, where they also nold the captured steamers

Alexander Petion and Salnave.

The pickets had again attacked the garrison at Jacmel, but were repulsed.

Dominguez has dissolved all committees and is

now sole President of the southern part of the Territory Held by the Revolutionists-Situation of Salnave-Expected Blockade of Port

au Prince.

PORT AU PRINCE, Nov. 24, } VIA HAVANA, Dec. 6, 1869. The revolutionary army now hold possession of the whole of Northern Hayti, including the ports of Mole St. Nicholas, Port de Paix and Cape Haytien. Cape Haytien was taken by assault on the 13th of November. The followers of Sainave took refuge in the The loss of Salnave's steamers renders his situation

precarious, and matters in the South look bad. It is reported that the revolutionary fleet intends

JAMAICA.

Seizure of Arms Intended for Cuba.

VIA HAVANA, Dec. 6, 1869. The government authorities have captured a large tot of arms in Port Maria. It is reported that they were landed by a boat which intended to take them into Cuba, but was pursued by a Spanish cruiser.

ST. THOMAS.

Arrival of an American Brig in Distress-Ex citement Over the Proposed Annexation of

HAVANA, Dec. 6, 1869. Late advices from St. Thomas report the arrival at that port of the brig Rainbow, from Porto Rico for New York, with a cargo of sugar. The Rainbow was in charge of the steward and one sailor, and was in a leaky condition. The mate and a seaman Great excitement prevailed at St. Thomas on ac-

count of the scheme for annexing St. Domingo to the United States.

THE SOUTHERN ELECTIONS.

The New Constitution Carried in Texas-Probabilities of a Republican Success.

JEFFERSON, Texas, Dec. 6, 1869. Bowie, Davies and Cass counties give Davis 612 majority. Grafter, for Congress, is 1,000 ahead. The Legislature and county officers in Bowie and Cass counties are radical, and in Davies county, conserva-tive. All the votes cast are for the constitution. Half the whites did not vote.

The Fifteenth Amendment to be Adopted.

AUSTIN, Texas, Dec. 6, 1869.

Municipal Election in Montgomery, Ala.-A

Republican Triumph.

Montgomery, Dec. 6, 1869.

The city election for Mayor, Clerk and Aldermen passed off quietly. Mayor Glasscock, republican, the present incumbent, was re-elected by 616 majority; Hughes, for Clerk, by 711 majority. All of the Aldermen representing the Glasscock ticket were also elected. Many conservatives voted for Glasscock, and nearly 400 failed to vote. Two negro Aldermen were elected.

KENTUCKY.

Meeting of the General Assembly-The Governor's Message-Healthy Condition of the State Finances-A General Banking Law Recommended-European Immigration In-

LOUISVILLE, Dec. 6, 1869. The General Assembly of Kentucky met at Frank-fort to-day and organized by the election of H. P. Leslie, of Warren county, as President of the Senate, takes a cheerful view of the existing condition of affairs in Kentucky and makes some important takes a cheerful view of the existing condition of affairs in Kentucky and makes some important recommendations. Financially the State is in a most healthy condition. If the outstanding bonds were now due and the \$40,849 due from the Revenue Department proper to the State was returned the resources would be more than sufficient to pay out the State debt. He recommends the appointment of three competent commissioners of the revenue laws; that the present State agency for the collection of the government was claim of the commonwealth be abouished, and that the Commissioners of the Sinking Fund be authorized to the consument of the State law to the Works of the Commissioners of the Sinking Fund be authorized to the commonwealth be abouished, and that the Commissioners of the Sinking Fund be authorized to the constitution be submitted. The works of the revision of the constitution be submitted to the people; that a general law of incorporation for bakes pic; that a general law of incorporation for bakes pic; that a general law of incorporation for bakes pic; that a general law of incorporation for bakes pic; that a general law of incorporation for bakes pic; that a general law of incorporation for bakes pic; that a general law of incorporation for bakes pic; that a general law of incorporation for bakes pic; that a general law of incorporation for bakes pic; that a general law of incorporation for bakes of violence committed in the State last summer he asserts a determination to call out the militia for the arrest of offenders on all occasions when the peace of the Commonwealth may demand seen action. He suggests a repeal of the present militia iaw, and inclines to the opinion that the volunteer system is the bost. The Governor pays a brief and appropriate tribute to the memory of the late ex-Governor Wickliffs. On the question of manigration he takes broad ground, and suggests the circulation in Europe of corroct information as to the advantages open to immigrants in Kentucky, that more capital and skilled labor m

THE MAY ORALTY.

Mayor Hall has had ballots prepared and will run as a candidate for re-election to-day. This course has been pursued through some doubts having been expressed as to the legality of his retention of office for another year.

Twenty-eighth street and Broadway last evening was rather limited, owing to the severity of the weather. Pools on Coulter, Murray and Masterson, candidates for Police Justice, sold in the proportion of \$30 for Coulter to \$20 each for Murray and Masterson. Hardy and Ledwith sold—\$25 for the former to \$5 for the latter.

THE STORM.

The First Heavy Snow of the Season-City Travel Interrupted-Failure of City Railroads-Want of an Underground Line-Scenes and Incidents-What the Pcople Say-The Storm in Brooklyn-Strike of the "Tow Boys."

Usually the most commonplace of all subjects of conversation is the weather. But sometimes it rises to be a highly interesting topic, especially when, as was the case yesterday afternoon, rain, snow, sleet, hail, alternately and at times altogether, wind above and slush beneath, interfere with every-body's business, detain cars and upset all calculations of time tables by "starters," con-ductors and drivers, bring curses both low and deep to the lips of hackmen and many pedestrians, paving many a rod of the road to the "lower regions," and making the benignant heart of Mr. Henry Bergh ache with pains and sorrows on beholding the poor horses suffering as they tried to haul the heavily loaded cars and carts tried to hant the heavily loaded cars and carts over the slippery ground and through heaps of half frozen, slushy mud. On such days even sensible men growl while trying to make the best of the inconvenience which nature occasionally inflicts on poor humanity, as if she intended it for a reminder that though man has made many of the forces of nature tributary to his will and his intellectual power, he is still unable to control the weather.

But as the hours of the afterneon were on and the

But as the hours of the afternoon wore on and the day grew into evening the atmospheric surroundings became worse and worse. The weather was no longer the olla podrida of everything disagreeable, but it had settled—if the term be allowed—into a regular snow storm, with a heavy nor'wester blowing its "bleak blasts" without intermission, whirling the snowy nakes through the air and heaping them up in unpleasant proximity to the railroad track, covering the rails and impeding travel to an extent as had not been experienced for many years past so

"A tremendous snow storm," said one, standing on the sidewalk near the HERALD Building while valting for a car. "Fearful, sir," replied a bystander.

"Umph!" said a third. "Quite unexpected for the "It's December, sir." chimed in a fourth: "Dember, sir. Nothing unusual, sir. Ought to be

cember, sir. Nothing unusual, sir. Ought to be prepared for it, sir. These city railway companies, sir; bad management, sir, bad—" and just at this moment a gigantic snowball, which a boy was aiming at another, but, missing his target, had struck the speaker, scaled his mouth completely.

"What a blessing an underground railway would be in such weather," began again the first, and all around him exclaimed their assent except the target for the stray snowball.

"Ugh! These brats! No, sir," said he, "Underground railroads would'in help it, sir, ingh!"—the brat had mud in the snow—"wouldn't help it, sir, not suniciont accommodation, sir," and again the speaker was interrupted a hurried pedestrian passing by with his umbrella ail spread out and closely to his face and against the wind, it so happened that one side of the paraplut struck the dissatified grumbler in the face and came very near knocking him over. He kept his balance, however, and trod off as quickly as his legs could bear and the storm would allow him, and that was the last seen or heard of him.

But the remark made of the desirability of an un-

quickly as its legs could bear and the storm would allow him, and that was the last seen or heard of him.

But the remark made of the desirability of an underground railroad through the whole length of the city was repeated by many last evening. The shortcomings of the city railroad companies were so apparent that they were freely canvassed. Here is a city in which at least 150,000 people are dependent daily for conveyance home from the place of their daily employment on these city cars. But careful only of their own profils and fearful of any extraordinary expense, these companies not only lessen the number of cars they run just at a time when more aid needed, but at the first sign of increasing difficulties they even stop running altogether. Take the Eighth Avenue Company as an example, which, next to the Third avenue line, shows the largest return of receipts and the largest percentage of profits. It stopped running last evening before any of the other companies had withdrawn their cars. The Fourth avenue cars soon followed suit, the Broadway and Seventh avenue road ran a car only at long intervals, and finally gave it up also. The Sixth avenue made a show for some hours, but it also succumbed. The Crosstown and Belt Railway cars were very soon nowhere, and only the Third avenue line made a partially successful attempt to keep its track open. Large gangs of men were stationed at numerous points along the line with brooms. Snowplonghs were put to work, drawn by steam and horses, and every available means was employed to keep the line clear of the drifting snow.

scenn and horses, and every available means was employed to keep the line clear of the drifting snow.

Under these circumstances it was not unreasonable for the people generally to wish for some more convenient and reliable mode of communication between the different portions of the city. This wish, generally concentrated in the hope that the proposed underground railroad, through the centre of Manhaitan Island, might no longer be a more project, but may assume the realities of an accomplished lact. Its advantages were freely canvassed, and it was particularly referred to that such a road would prove itself removed from the influence of storms, and hence available at all times.

The scene in front of the Herald building, just about the time when stores and factories close down town, between five and six o'clock in the evening, was one of unusual interest. A number of cars were huddled together between the point of the Park and Ann street, of which but few were on the track. They were standing in each other's way, filled with people, and to their platforms and railings hung on hundleds anxious to get away and have a start, at least, for home. Near Beekman street, against the curb or Park row, was observed

ings hung on hundleds anxious to get away and have a start, at least, for home. Near Beekman street, against the curb on Fark row, was observed leaning a Third avenue car, perfectly unconscious of the improper position it occupied and careless of the feelings of the fitty or seventy-five people inside of it, and who did not seem to know that there were no horses hitched to the car. The curve on the line around the corner of Ann street and Park row was a source of considerable trouble so long as the Bleecker street cars continued to run. Between the hours named no less than 5,000 people had at one time or another assembled here, all eager to get up town, but few of whom could gain admittance to a stray car as it made its appearance, after a long intervet. And what with the shouts and curses of drivers, calls of starters and conductors, exclamations of passengers, the lingle of beils and the cries of sweepers, of omnibus drivers, of hackmen, the loud complaints of those who could not reach a car and the howling and whistling of the wind—this was, indeed, a sight just at this particular locality seldom seen and not soon forgotten.

GRT OF NEW YORK, DECEMBER 6, 1869, who could not reach a car and the howing and whitting of the wind—this was, indeed, a sight jest this pickled local to the wind—this was, indeed, a sight jest this pickled to the wind to the pickled mean and not soon to the pickled mean and not soon to the pickled mean and any and the pickled mean and any and a second to the pickled mean and any and a second to dip, down very low, and the most bilinging voitings of the granulated snow drops that ever were seen. Gusts of wind accompanied and swept them like grant at intervals high into the air and over the fops of houses. All these who were in anywise well provided for the occasion with a heavy cothes and their the pickled for the occasion with a heavy cothes and the tips of the curs and lent a palpitating flow to the dimm proboets. There were in anywise well provided for the occasion with a heavy cothes and the tips of the curs and lent a palpitating glow to the dimm proboets. There were in anywise well provided for the occasion with a heavy cothes and the tips of the curs and lent a palpitating glow to the dimm proboets. There wasn't much extract the provided for the occasion with a heavy cothes and the tips of the curs and lent a palpitating glow to the dimm proboets. There wasn't much extract the provided for the occasion with a heavy cothes and the tips of the curs and lent a palpitating glow to the dimm proboets. There wasn't much extract the provided for the occasion with a heavy cothes and the tips of the curs and lent a palpitating glow to the dimm proboets. There wasn't much extract the provided for the occasion with a heavy cothes and the tips of the curs and lent a palpitating glow to the dimm proboets. There wasn't much extract the provided for the curs and the state of the provided for the curs and the provided the provided the provided the state of the provided the provide

disgrace to this great city, with all its boassed efferprise, wealth and conveniences, that this storm of comparatively small proportions should come upon us and paralyze all our means or local travel. The stungy, grasping corporations that own the lines of street cars could have easily prevented the blookade of last evening by sending down town, in the early part of the afternoon, relays and double teams of horses. In place of that they left the old, worn out hack horses run, in a single team, as usual, and, when the storm burst they were all caught and brought to a stand-still. The disgraceful exhibition of incompetency and want of foresight shown by the railroads last evening was the universal theme of censure. The prospect for the balance of the winter is not very encouraging for those who live up town and do basiness below. blassess below.
The mails from Boston and Philadelphia, and along the Hudson river lines were all delayed soveral hours last night.

The Storm in Brooklyn
was very severe. The car horses surered severely
on nearly every route. Double teams were engaged
on all the routes. At the Fulton ferry in the evening the cars were delayed for nearly an hour at the time when the crowd was returning from New York. time when the crowd was returning from New York. Horses dropped in the harness from exhaustion, and there was but little rest in the way of relief for them in the stables. Travel was very heavy in every direction. The towboys engaged in driving up the hill from the Fulton ferry struck for higher wages. They have been receiving \$1.25 a day and struck for \$1.50. A committee previously appointed waited on the directors of the railroad company, but their claims for increased pay were received with the utmost contempt. An indignation meeting was held in the afternoon, when it was resolved to "stand out" for their rights. The "tow" is now going on, however, under the direction of green hands, while the original towboys stand grinning meliciously at the mischlef which they are causing the "stock" of the company.

oniet which they are company.

Show ploughs and sweeps were set to work on the various lines early in the evening, but the snow fell so fast that only a few cars could get through, and that by the use of four horses to each car. The prospect at ten o'clock was that travel on all the lines would be stopped before daylight.

From eight o'clock yesterday morning the storm was so severe in Jersey City that the horse railroads were seriously obstructed. There was no regularity in the running of cars, and those who lived in that part of Hudson county from Bergen to the Point and who do business in New York, reached the latter city by the Central Railroad. Last even-ing the snow drifted with such bitter-ness that the streets were almost dearted. The trains on the railroads arrived with the usual regularity till late in the evening. The Washington train came in forty minutes jate. Should the storm continue there will be sleigh riding to-day, as the snow was piled in the streets at eleven o'clock last

snow was piled in the streets at eleven o'clock last night to the height of eight inches and in many places to twice that height.

The ferryboats made their usual trips up to mid-

night.
Last evening the Pavonia ferryboat Susquehamaran into the slip at the foot of Twenty-third street, New York, with great violence, carrying away a portion of the fore guard-rail and otherwise damaging the boat, but no passengers were injured. The storm was at its height when the accident occurred, and the long trip was accordingly perilous.

The sleigning at Paterson was excellent last night.

The Storm Along the Hudson-Closing of Navigation to Albany.
POUGHKEEPSIE, Dec. 6, 1869.

All day yesterday a heavy northeast snow storm prevated along the Hudson, commencing before daylight. The wind blew a gale and vessels scudded before it under bare poles, going to the southward, hurrying away from points north of Rondont, fear ing a sudden closing of the river thereabouts. The steamboat Earle, Which left Newburg on Saturday for Albany, proceeded but a short distance above Hudson when, encountering heavy fields of ice, she was obliged to put back. Yesterday the steamboats City of Hudson and Boardman, running between Catskill and Albany, were obliged to succumb to the Ice King, and were laid up for the season, after having made extraordinary exertions to get through. The steamer Kuppa, plying between Hudson and New York, left the former plates Several hours albed of time Saturday night. It is doubtful whether she will be able to get back to Hudson again before spring. The river is full of heavy new ice from Albany to a point as far south as Tivoli and the weather is still cold, ice forming all the while. Several tows, comprising 200 or 300 boats, are on their way to New York and will undoubtedly get through in safety, but no more will leave Albany after to-day. Scores of sloops and schooners lay at anchor all along the river all day yesterday, their decks covered with snow and icicles hanging from the rigging. Boatmen generally are hurrying up business in order to make "last trips," and everything wears a decidedly wintersh appearance. Towards five P. M. the wind shifted to north-northwest and blew shift heavier, lifting and driving the snow in every direction, making heavy drifts on the Hudson River Rairroad and impeding the progress of trains.

At Albany the storm prevailed all day and furnad. Albany, proceeded but a short distance above Hudson

road.

At Albany the storm prevailed all day and furnished good sieighing.

The Storm in Boston. Boston, Dec. 6, 1869.

A thick snow storm is prevailing here.

The Storm in Baltimore. BALTIMORE, Dec. 6, 1869.
A violent snow storm prevailed here all day. Now

(11 P. M.) it is bright and clear. The Storm in Philadelphia.

About five inches of snow fell in this city this afternoon and continued until near midnight, when it cleared up and the stars came out brightly.

THE ERIE CANAL

ROCHESTER, N. Y., Dec. 6, 1869. The Eric Canal is practically closed in this vicinity. A few boats are being got into the city to-day hy the use of ice breakers.

SHIPPING NEWS.

Almanae for New York-This Day.

Sun rises...... 7 11 | Moon sets.....eve 8 58 Sun sets...... 4 32 | High water...eve 11 41

PORT OF NEW YORK, DECEMBER 6, 1869.

CLEARED.

on board 260 bbls petroleum, has been burned in the harbor,

BRIG B YOUNG.—The leak in the brig B Young, at Fernan dina for New York, was caused by the deck load patting the apper streaks under water, the scams, on account of expo-sure to sun, having opened! Survey recommended that the ressel reload and proceds.

SORBA HEATON, Douglass, at Portland, O, from New York, encountered a hurricane tidal wave off the River Plate, which detained the vessel nearly a month. The captain, mate and some of the crew are down with the scurry.

Schauf Worthington, Brown, from Jacksonville for Providence, put into Charleston 3d inst, leaky. Schauf Mana L Pontra, from Trike Island for Philadel-phia, put into Nassau 27th ult leaky.

phia, put into Nassau 27th ult leaky.

Cowrit, Nov 22—The Arcoasy (American ship), Read, arrived to-day from Gallao with loss of maintopurest head, cutwater and salls and making water.

Holtzinghad, Nov 22—The John Williamson, from Liverpool for Philadelphia, has put in with cargo shifted, and will insvet of discharge portion of cargo to get to the between deck beams, four being broken.

London, Nov 23—Ship Agra (Br.), Barber, from Newcastis, NSW, Seut 7 for San Francisco, has put into Sydney, NSW, leaky. Bark Margaret Falconer (Ba.), South, from Newcastis for Nan Francisco, also put into Sydney with cargo damaged; would have to discharge for repairs.

PLYMOUTH, Nov 23—The Souridderen, Larsen, from Lon-

PI.TMOUTH, Nov 24—The Souridderen, Larsen, from London for Providence, RI, put in here to-day leaky.

QUERNSTOWN, Nov 25—The British ship America (formerly American ownership). Capt Bartiett, from London for New York, with a general cargo, which put in here on the 35 inta in a leaky condition and with crew refusing to proceed in consequence, is discharging her cargo in order that she may go into dock to have the necessary repairs effected.

Miscellaneous. SHIP ROBERT L LANE was sold at New Bedford 3d inst by the United States Marshall to W C N Swift for \$20,000. Whalemen. red at Boston 4th, schr Carrie Jones, Con

Ocean.
Arrived at New Bedford 3d, ship Com Morris, Howland, Arrived at New Bedford 3d, ship Com Morris, Howland, Arrived at New Bedford 3d, ship Com Morris, Howland, Ocean, with 800 bbls sp oil. Took a 13 bbl sp wh last Modsoday. Spoke, Nov 1, bark Addison, Cornell, New York, 62 sp, and saw her Nov 18.
Arrived at Bermuda 22d uit, schr Louisa A Sentgr, of Boston, with 4b bbls humpback and 6 do sp oil.
Sailed from St Heiena Oct 6, bark Balmas, Jennings, SH, for River Plate.

Ship Othello, Tinkham, from Philadelphia Aug 23 for San Francisco, Sept 25, lat 7 N, ion 29 W. Ship tico Huribut, Masson, from Liverpool for Mobile, Nov. Prancisco, Sept. 28, lat 7 N, lon 29 W.

Prancisco, Sept. 28, lat 7 N, lon 29 W.

R, lat 48 on 13.

Ship C C Horton, Taylor, from Bassein for London, Nov 8, lat 27 30, lon 34 :0 W.

Ship Mondight, Nichols, from Shields for Rio Janeiro, Oct 19, lat 4 17 N, lon 34 :9.

Bark Francis Carvill, Hogan, from Liverpool for Galveston, Oct 21, lat 43 :0, lon 13.

Bark Larving, Benthall, from Baltisnore for Rio Janeiro, Nov 13, off Bermuda.

An Amelican bark, 32 days from London for Penang, Sept. An American bark, 52 days from London for Penang, Sept 5, lat 21 21 8, lon 62 09 E. Foreign Ports.

BONDFAUX, Nov 20—Arrived, Creole, Luces, NYork; 21st, 9 C Merryman, Soule, Callao.

BANGKOK, Oct 3—Arrived, Borneo, Bursley, Singapore and salled 90th for Boston.

BATANTA, Oct 11—Arrived, Cashmere, Kingman, Boston.

Salled Oct 2, Newada, Lunt, Tagai, &c.

BUENDS AYAES, Oct 18—Arrived, Sirona, Baitimore, CARDUFE, Nov 22—Salled from Penarth Dock 22d, Pacific, Blanchard, Chilao.

GLASGOW, Duc be—Arrived, steamship lowa, Hedderwick, NYork.
GHIMALTAR, Nov 6—Arrived, John Patten, Hill, Valencia (and cleared for Savannah); 18th, Star of Hope, Petterson, Philadelphia (and cleared for Genea); 17th, Laurel, Carmichnel, NYork; Powner Freak, Bloor, Callao, Carmichnel, NYork; Powner Freak, Hong, Callao; Uncle Toby, Sterens, do.
Sailed 23d, Prederick Petersen, Larsson, San Francisco, Sailed from Cuxhaven 22d, Shaksacare, Jorgensen, NYork, HELAOKT, Nov 11—Arrived, William, Cole, Philadelphia; 28d, Nancy M, Mosher, Baltimore; Rhone, McDougali, New York.

Hell Ostri, Wosher, Baltimore; Rhone, McDougan, St. Vork.

Zid, Naney M, Mosher, Baltimore; Rhone, Belongian, St. Vork.

Cleared 21st, Wm Brown, Hopkins, Boston; Frank Lovitt, Carr, Philadelphia; L B Gilchrist, Watts, England.

HAVE, Nov 22—Arrived, H A Brightman, Ward, Cardiff; 23d, Teutonia 8), Barends, Hamburg (and cleared for Havana and New Orleans).

HAVANA, Nov 27—Cleared, brigs R C Wright, Walker, Baltimore; Anna Lindsey (Br), McAlmon, Nyork; 28th, Ellon H Bonsacola. timore; Anna Lindsey (Br), McAlmon, NYork; 25th, Eilen H (Br), Dwyer, Pensacola. HARBOR GRACE, NF. Nov 15—Arrived, bark Windsor, Cochran, Saltimore. Cochran, Ballimore.

LIVENPOOL, Nov 22—Arrived, Harvest Queen, Schottz,
Bermuda; Wanderer, Robbins, Wilmington, NC; Agra,
Holmes, Ballimore; 234, Sedbergh, Berry, New Orleans.

Salled Ilat, Arbutus, Batcher, Boston; 236, Calliope, Liswell, New Orleans; Chancellor, Coffin, Philadelphia; 234,
Marathon (e), Le Mesurier, Boston and Nyori; Geneva. Kerr, NYork; Tuisce, Beilegari, Philadelphia;
Serprise, Gibbons, Wilmington, NC; Jane 3 Southard,
Bishop, New Orleans; Margaret Evans, Smiley, Savannah;
24th, The Gener, Hetherington, Charleston; Golden W. 8t.

Bishop, New Orieans: Margaret Evans, Smiley, Savannah; 24ti, The Queen, Hetherington, Charleston; Goldon W. et. Brown, Galveston; Viginia 6s. Thomas, and Nevada 6s. Williams, Nyork; Industris, sodiah, and Olinda (s), Long, New Orieans (another account states for Pernambuco); Omaha, Italiard, Philadelphia; 24th, Gleard 25d, George Canning, Bradford, Philadelphia; 24th, Harvest Queen, Jansen, Nork; Annis Torrey, Libby, Chrieston; Pioneer (s), Shacktord, Savannah, Torrey, Libby, Enothers' Pride, Smith, Boston; Savannah, Torrey, Libby, Enothers' Pride, Smith, Boston; Prin, Jensen, Galveston; 25d, Palmyra (s), Watson, Boston and Williams, for Nyork; Devonshire, Pride, Smith, Boston; Prin, Jensen, Galveston; 25d, Palmyra (s), Watson, Boston and Eversion; Scholler, Scholle

rk. NDONDERRY, Dec 4—Arrived, schr W L Burroughs, den, NYork. NTEVIDEO, Oct 28—Arrived, bark Isabel (Port), Pensa-

oola.

MESSINA, Nov 13—Salled, Schamyl, Crosby, Boston,
NAPLES, Nov 14—Arrived, Louisa Bruno, Russo, Kyork;
Lith, Nuova Providenza, Mangarano, do; 18th, Ædius, Per-NAPLES, NOT 14—ALTIVE.

Ith, Naova Providenza, Mangarano, doi 184b, Rouis, Ferklos, do.

Nassat, NP, Nor 17—Arriveo, brig John McDonald (Br), Stibe, NYork (and safled 20th for Exuna and NYork; 23d, achrs Coquetto, Cruice, 28 Domingo (and safled 57th for Savannab); 34th, Piscataqua, Humphrey, Haltimore; 28th, Arcturus, Goodsell, New Haven; 17th, Emma L Porter, Sparks, Turks Islands for Philadelphia (see Disasters).

OPORTO, NOV B—Arrivet, Carolina, Negrao, NYork, ODESSA, Nov 5—Arrivet, de Boot, Boot, Philadelphia, Pour ELIZABETH, (CGH, Oct 15—in port brig Amanda, for Routon, 185.

Boston, Mr.

FLYMOUTH, Nov 24—Off the Eddystone 224, Jonas Smith,
FLYMOUTH, Nov 24—Off the Eddystone 224, Jonas Smith,
Nichols, from London for Buones Ayres.
QUEENSTOWN, Nov 28—Arrived, ship America (Br.), Bartlett, London for Nyork, in distress; Dec 6, Steamship Man
hattan, Forsyth, Nyork for Liverpool (and proceeded).
Sailed 224 (before reported 18th), Posucit, Sprague, Lewis
(from Callao), Hull.
QUELEC, Dec 4—In port ship Mary Fry, Fry, for Valparaiso.

OUTLING, Dec 4-in port ship Mary Fry, Fry, for ValpaBOTTERDAM, Nov 22-Cleared, Clara, Frobst, NYork,
RIO GRANDE, Cet 7-Salied, Waterilk, Hocken, NYork,
RIO GRANDE, Cet 29-Salied, Hetty Mary, Davis, NYork,
SALCOMER, Nov 23-Put in, Frogress, Simons, from London for Philadelphia.

SWINKHONDE, Nov 21-Arrived, Catharine, Stuhr; S Supplicide, Plagora; Minna, Stunckel; C A Heng, Wilken; Kesource, Gray; Friedrich Scalls, Wank; Oma, Tometty, and
Keumann, NYork; Hoffman, Wallis, Philadelphia.

SHERLOB, Nov 24-Arrived, Larkspur, John-Gh, NYork,
SKISATORE, Oct 16-Cleared, Argohaut, Baker, Penang

SOUTHAMPTON, Dec 6-Arrived, Larkspur, John-Gh, NYork,
SKISATORE, Oct 16-Cleared, Argohaut, Baker, Penang

NOOTHAMPTON, Dec 6-Arrived, Larkspur, John-Gu,
TEXEL, Nov 21-Salied, Charlotte, Gallen, New Orleans,
TEMATAVE (Madagasar), Oct 6-Arrived, bark Glide,
Hathorn, Salem (and salied with for Zanzibar.

VARNOUTH, NS, Nov 21-Arrived, schr Welcome Horne,
Hatheld, NYOrk; with, bark Evangeline, Jacques, Wilming
ton.

Cleared 23d, brig S C Shaw, Landers, Montevideo. American Ports.

BOSTON, Dec 4. PM.—Arrived, bark Norah, Gibba, Kennebunk, to load for Havana.

bunk, to load for Havana. Cleared—Steamers Blackstone, Loveland, Baltimore via Norfolk: Norman Boggs, Philadelphia; schra A. A. Andrews, Studley, Baltimore; Ira Laffrinier, Chadwick, Philadelphia; Grante State, Burgest, Neork; Mary Baker, Ellis, Cape Haytien.
Sailed Steamers Norman, C Whiting and Blackstone; Haytise.

Saled-Steamers Norman, C Whiting and Blackstone; ship Fremier.

John-Arrived, schra E B Wheaton, Atkins, Wilmington, NC; Ella May, Rich, Tangier; Lewis C Benton, Barnard, do; Mary Steele, Higgins, Focomoke River, Va. James Adderdice, Willetts; C H Moller, Rrown; Ann S Brown, Smith; Western San, Crowell: Millard Filimore, Chase; Bos.on, Nickerson, San, Crowell: Millard Filimore, Chase; Bos.on, Nickerson, San, Corone; Sarah Watson, Smith; T Stonickson, Dickerson; Cyrus Fesseit, Harding, and T T Tasker, and Silver Beil, Bailey, Elizabethport; James Warren, Driske, Hoboken; Bason, Sprague; Muy Augusta, Lord, and Silver Beil, Bailey, Elizabethport; James Warren, Driske, Hoboken; Balsoya L Sherman, Plainney, Alonny; Eveline, Gilmore, Foughteepsie; Ann Flower, White, Malden, NY; E Arculatins, Gregory; Artue, Hali; E C Verrill, Pales, and Romeo, Drinkwater, Rondout.

Gth-Artved, brig G W Morris, Morris, Surinam.

Also arrived 8th, steamers George Appold, Baltimore; Albemarie, NYork; riege Elsey, Monrowi; Lady Kinnek (Br., Gordon, Kingston, Ja; schrs J R E, Fort an Prince; France, Balting, Charlett, St. Schallerse, Of Nazy, Memilian, Boston; M B Harris, Crowley, NYork; (Goo B McClelian, Keene, Portland; Sea Nymph, Conley, New Heddord.

Cleared—Brig Mary E Ladd (Br.), Wyman, West Indies; schrs Hydra (Br.), Swall, Halifax, NS; i Grillith, Coomis, Boston; A V Bergen, Thompson, Frovidence; New Era, Brown, Albany; H A Horton, Jones, Hobben; Yuba, Koblinson, do.

Salies—Brig Montevidee.

Sailed-Brig Monterides.

erpod; sehr J J Worthington, —, Jacksonville, bound to Providence, and put in lower.
Cleared.—Brigs Joven Antonio (Sp. Carbonell and Majorca; A Fomento (Sp.), flaina, Barcelona; polacre Ermesioda (Sp.), do.; schrs A E Glover, Terry, Boston; D Wassen, Tapleo, Satilia; Raiph Carlton, Curtis, Philadelphia; Sailed.—Ship Ellen Southard, Morse, Liverpool; barks Don Jose, Bondorf, de: Mary Killiam (Sr.), Butler, do; brigs G Fosto, Bondorf, de: Mary Killiam (Sr.), Butler, do; brigs G Fosto, Conclin, Philadelphia; Gambia. — Jacksonville; Selly Conclin, Philadelphia; Gambia. — Jacksonville; Chistoloris Risa, Sp., herd, N York; Lizne Garr, Gilchrad. FERNAND: NA, Nor 30—Arrived, brig Brudenci (Ir), der dan, N York. ian, Nork.
Glearau-Schr Mercy T Trundy, Haven, NYork.
FORTRESS MONROE, Dec 6-Passed out, brig Sarah
Trowell, and schr Willie, for Mayaguez; schr Miscolef, for Domingo. GROEGETOWN, SC. Nov 28—Arrived, schrs Margaret A nev. Crosley. Charleston; Emms. Anthony. Petersburg alma, Rankin, NYork; 30th, E B Hooper, Champion, Bos Cleared 27th, schrs Susan Wright, Pierce, NYork; Dec L. niley, Henderson, Boston. INDIANOLA, Nov 32—Arrivat, schr Julia A Rider, Rider er, N'ork. KEY WEST, Nov 22 - Arrived, schra Three Staters, Risines Rustan (and cleared 26th for Fensacola); Fannia A Baller, Locke, Ekzabethport, ond cleared 26th for do); Emma F Hart, Hart, NYerk; brig Bessie, Hodges, New Orleans for

5th-Arrived, steamship Baltimore (NG), Vocckier, Br

overpool, in distress.

NEW ORLEANS, NOV 20—Arrived, Steamships Mibanks, mith, Cardiff; Juniata, Rexis. Philadelphia; ships Uhland, aljis. Brennen; Edzabeth Yoe, Scott, St. Vincent; Moscaway, Woodworth, London; barks La Louisiana, Touffal, layre; Aurelia, Baker, Boston; bris Jane Goodyear, Poote.

NORFOLK, Dec 6—Cleared, brig Clara, Liverpool.
Salled—Steamer Saratoga, NYork.
Fili.LAbi.LPHA, hee—Arrived, barks Mary Lowerlaon
Bri, Morris, Greenock; Elens (Bri, Stewart, Iviguts; brig A
Funiow, Gallison, NYork; Reparter, Coomba, do
Cleared—Brig Lewis Clark, Bartlott, Matanzas; schr Althoa, Smith, Port Spain.
5th—Arrived, barks Dorette (NG), Schulken, NYork; Cycione (B), Forbes, Sneibunn, NS.
PORTLAND, Dec 6—Cleared, brig Almon Rowell, Drisko,
Havana. PAWT CKET, Dec 4 -Arrivad, schrs J H Young, Barrett, lizabethport. Safied-Schrs J H Youmans, Gli ersleeve; Tunis Bodiue unce, and Rozanna Burley, Philips, NYork. RICHMOND, Dec 4—Arrivet, ateamsuip, Saratoga, Alexan

der, NYork.

Salled-Schr L A Edwards, Marshall, NYork.

SAN FRANCISCO, Dee 5-Arrived, Outario, Mitchell, and
Chieftain, Gudfrey, NYork.

Salled-Bark Thurse (fir), Love, Liverpool.

SAVANNAII, Dec 2-Sallet, U S monitor Dictator, Calsoun, Key West; bark T H Armstrons, Lodge, Bremen.

SALEM, Dec 5-Arrived, schr G Lawronce, Wilmington; SALFM, Dec 5-Arrived, schr G Lawrence, Wilmington; Norah, Milleridge fon Nyork.
STONINGTON, Dec 4-Arrived, schr Jno Loveland, Nyork for Taunton.
WILMINGTOI, NC, Dec 1-Arrived, steamship Regulator.
Pennington, Nyork; bark Ellen (Br), Maguire, Liverpool; brig Alva (Rr), Armstrong, Cardenas.
Cleared-Steamship Empire, Nelson, Nyork; brig Lily Dale (Br), Barnard, Glasgow; schr Rising Suo, Jones, Boston.

MAILS FOR EUROPE.

The Cunard mail steamship Scotia will leave this port on Weinesday for Liverpool.

The mails for Europe will close at the Post Office

THE NEW YORK HERALD-Edition for Europe-will be ready at half-past seven o'clock in the morning. Single copies, in wrappers for mailing, six cents.

CARROLL.—In Harlem, on Monday, December 6, DANIEL, brother of John J. and James Carroll, aged As years.

His friends and those of the family are respectfully invited to attend the funeral, on Wednesday, at twelve o'clock, from St. Joseph's church, corner of 125th street and Minth avenue, and from thence to Westchester for interment.

[For other Deaths see Eleventh Page.]

Steinway & Sons, manufacturers of Grand, Square and Upright FIANOFORTES, beg to announce the process of the pro

A thoroughly complete instrucent of seven octaves, pre-cisely the same in aze, scale, interior mechanism and work-manship as their highest priced seven octave Planos, the only difference being that this new siyle of instrument is con-structed in a perfectly plain, yet exceedingly nost exterior case. Tosse new instruments will be supplied to those who desire to possess a thoroughly first class "Steinway Plano," yet are limited in means.

STEINWAY & SONS also desire to call special attention to their new

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WAREROOMS, FIRST FLOOR OF STEINWAY HALL,
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between Fourth avenue and Irving place.

A.—The New Miracle.—A Delightful Means of restoring the original color of gray hair has been discovered. A thousand alternate have been made in this direction, but PHALO. 'S VITALIA, OR SALVATION FOR THE HAIR, is the first and only success. It is a clear fluid. The article is pleasant to every sense, and being free from sediment, is not shrouded from the light by impervious wrappers, like the fallay and diagnosing hair coloring nontrums hitherte.

A-The Knex Hat.-The Knex Hat is Novel and fauide a in form, light, durable and appropria wearors. No compliment of equal comprehensive be p. it any imported production, or any of the loc articles that are regarded as utterly worfuless by fac-crates. The RSOS fail style (to be admired at 212 Br is, this reason as herostorre, the tile.

A .- Ford & Tupper, Manufacturing Silver-smiths, wholesale and retail, Nos. 767 and 789 Broadway, corner Teath street, up stairs.

A.-Wenther Strips Excinde Cold, Wind, hist, &c. ROEBUCK BROS., 55 Fulton street, New York. A.—Churles D. Fredricks & Co., Prote-graphers, 587 Broadway, opposite Metropolitan Hotel, were warded gold medal for best photographs at American Insti-tute Fair.

A.—A.—U. S. Fire Extinguisher, Same as amplied to the N. Y. Fire Department, Always ready for instant use, No building safe without it. Beware of worth-less inventions, U. S. Fire Extinguisher Company, No. 6 Dey street, New York. A.—Ladies' Faces Enamelled; also the Pre-paration for sale, with instructions, by M. LAUSSON, No. 131 Broadway.

R. R. F.—The Remarkable Properties of BROWN'S BRONCHIAL TROCHES have been thoroughly tested since first introduced. The demand for them has standily increased, and, purely upon their own merits, they have found favor with those who, from pulmonary, bronchial or asthmatic complaints, require them. For coughs and colds they are efficacious.

Cristadoro's Onrivalled Hair Dyo. Sold and sonip factory, No. 6 Astor House. Erring But Noble.—Self-Help for Young men who, having erred, desire a better manhood. Sent in senied letter envelopes, free of charge, Address HOWARD ASSOCIATION, box P. Puhadelpinis, Pa.

Fine Watches and Jewelry of all descriptions for SALE and REPAIRED by first class workmen. GEO. C. ALLEN & SON, 1,175 Broadway, between Twenty-strench and Twenty-sirely streets, and 415 Broadway, one door below Canal street.

Iron Crestings for French or Manusci Roofs, of twentr-two different patterns, unequalled in beauty of design. Hinteracted slicets sent on application. Iron Fronts and every description of Iron Work for buildings.

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In View of the Deception Practiced by Benters in worthless Oriode and other spurious unitation watches, buyers of genuine AMBRICAN WATCHES should invariably demand a certificate of genuiness.

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As we require all the room is our two rotall departments for an extensive new stock, we have taken the above store for a short time to close out all goods manufactured previous to the present season.

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